of which everybody has agreed that there will be a House Committee. My question relates to the procurement policy of the Government which has led to this shortage of wagons. Now, earlier also, with reference to another question, the Minister had pointed out that the new policy of open tendering for 50% of the total wagon procurement was reducing the cost or price of wagons for the Railway Ministry. Now, while I am not challenging that, I would like to ask the Minister whether HDC, a private company which got the order for 2,000 wagons during 1994-95, has supplied only 750 wagons till 30.6.95, whereas it was supposed to supply this entire lot of 2,000 wagons by 31.3.1995.

SHRI C.K. JAFFER SHARIEF: Sir, I don't think I have those figures about individual concerns. The question itself is general in nature. But I will...*(Interruptions)*...

SHRI CHATURANAN MISHRA: Sir, why are his officers not acting? Why are they not sending any information? They should send their slips. Yes, be quick.

SHRI C.K. JAFFER SHARIEF: The HDC order was for 1,440 and up to 30th June it supplied about 700 wagons.

SHRI NILOTPAL BASU: Sir, he has admitted that out of an order of 2,000, only 700 have been supplied . So, Sir, my request is that in the terms of reference of that House Committee, procurement should also be included as part of the study on the shortage of wagons...*(Interruptions)*...

SHRI C.K. JAFFER SHARIEF: We will not agree to all these things.

*Expunged as ordered by the Chair.

Privatisation of Jawahar Lal Nehru Port Trust

*43. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have a proposal under consideration to privatise Jawahar Lal Nehru Port Trust; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A statement is laid on the table of the Rajya Sabha.

Statement

(a) Yes Sir.

(b) The following proposals have already been approved "in principle" by the Government:—

(i) Procurement of additional container handling equipments on lease from private parties (First Stream of Equipment already procured).

(ii) Invitation of global tenders for setting up of a Marine Chemical Terminal.

(iii) Invitation of global tenders for construction of two additional container berths on BOT basis and licensing its operation and maintenance for a period of 15 years (including construction period).

(iv) Lands have been allotted to private parties for setting up of Tank Farms to handle 'B' and 'C' Class chemicals to the extent of about 4.0 million tonnes annually.

In addition to above, it is also proposed:—

(i) To licence the operation and maintenance of the existing container terminal for a period of 15 years.

(ii) To undertake a pre-feasibility study for setting up of a Terminal for handling Liquified Natural Gas (LNG).

SHRI RAJNI RANJAN SAHU: Mr. Chairman, Sir, I would like to congratulate the hon. Minister for giving a specific and concrete reply. At the same time, I would like to remind to the hon. Minister that the Jawaharlal Nehru Port Trust is the only hi-tech port built at a cost of about one thousand crores of rupees. The income of the Port has increased from Rs. 17.83 crores in 1992-93 to Rs. 102.69 crores in 1994-95. Sir, the average detention and turnaround time has also improved. So, there has been an all-round improvement in the functioning of the Port during his tenure as Minister. He deserves congratulations for that. The annual Report says that the Port is in need of infrastructure. In spite of the fact that handling has increased, the container turnover has also gone up by 41%, the infrastructure requires further development. As the Finance Minister is not giving money for development of infrastructure, Ministry is going in for privatisation. Rs. 300 crore plan has been drawn up. There is also need for setting up a channel terminal for some chemicals, etc., at a cost of Rs. 900 crores. I want to know whether the Government proposes to participate in equity with the private sector and if so, whether a separate company will be formed with shareholding. The (b) part of my question is whether an MOU has been drawn up for participation in equity with private companies. And the (c) part of my question is whether global bids are being invited for the special plan for chemical handling or it is being given to the user groups only.

SHRI JAGDISH TYTLER: Sir, first of all, I am grateful to the hon. Member for saying a good thing about the Port. But the people who deserve it are the workers, officers and Chairman who made it possible for the Port to really come out of the red. We have our plans for privatisation of certain facilities in the Port, like equipment handling and new chemical terminal. It is being thought of. This is all being done within the policies of the Government of india and nothing has been done which should mean that we are going beyond the set norms in the Port handling. Sir, we have privatised quite a number of port handling equipment. We have also privatised and given land to actual users. We have also a plan for global bidding for the chemical terminal so that private people can participate in that. I am happy to say that the whole project which has come up now has come from mostly 99% of Indians. We are encouraging our own people, Indians, to come and participate in the bids. Sir, if there are any European or foreign bids, then they have to participate in the global bidding and that is how we are looking at the whole thing. We have future plans also. We still have to pay our initial interest and the basic money which was used when the Port was built. Money is not coming. So, we are going in for privatisation and I am glad to say that privatisation has brought very good results and I want to congratulate the Chairman and his officers who have done a very good job.

MR. CHAIRMAN: The second supplementary, please. (*Interruptions*).

SHRI S. JAIPAL REDDY: Sir,...(*Interruptions*)... This Port has been named after Shri Jawaharlal Nehru. I do not want Jawaharlal Nehru's name being associated with privatisation and globalisation. You must have some respect for the memory of Jawaharlal Nehru. I am pleading for that. I have no questions to put to the Minister. I know what answer I will get.

SHRI RAJNI RANJAN SAHU: Sir, although a part of the first supplementary has not been replied,... (*Interruptions*)...

MR. CHAIRMAN: Do not ask so many 'parts.' Ask simple questions. (*Interruptions*)

SHRI RAJNI RANJAN SAHU: I am not going into the modalities. (*Interruptions*) I want to know whether he is going to form a separate company for participation. Anyhow, I am satisfied with the reply. My second supplementary is whether the policy of privatisation precludes the management and ownership of the Port by private interests and whether the policy also deals with continuation of the existing level of private investment.

SHRI JAGDISH TYTLER: There is no policy of giving away any of the Port to anybody. Sir, the services in the port which we have been doing for the last 30-40 years, we are now doing in an agressive way. We want to have that and we are doing exactly the same thing. There is no other question. The hon. Member said, Jawaharlal Nehru is the most respected leader of our country. We would never do anything in our lifetime which would give a bad name to Jawaharlal Nehru.

I would like to answer the first supplementary. No equity company has yet been thought of. (*Interruptions*)

MR. CHAIRMAN: Shri Som Pal. (*Interruptions*)

SHRI GURUDAS DAS GUPTA: Sir, the Minister says that nothing wrong has been done. Nehru stood for nationalisation and for the public sector. His name has been reduced like this! (*Interruptions*)

MR. CHAIRMAN: You will discuss about the question only. (*Interruptions*)

SHRI SOM PAL: Chairman, Sir, I seek your permission to associate myself with the ...(*Interruptions*)...

SHRI S. JAIPAL REDDY: Sir, you were the Vice-Chancellor of the Jawaharlal Nehru University. We are only pleading that the memory of Nehru... (*Interruptions*)...

SHRI DIGVIJAY SINGH: Nehru only appointed you as the Foreign Secretary, Sir. (*Interruptions*)

MR. CHAIRMAN: Let us proceed to the question. Please sit down. (*Interruptions*) There is no point in dragging the name of Jawaharlal Nehru in this discussion at all. It is the name of the Port. So what? (*Interruptions*) Let me allow the Members to ask questions. I have called Shri Som Pal. (*Interruptions*)

श्री सोमपाल: सभापति महोदय, हमारे नेता माननीय जयपाल रेड्डी जी ने जो भावना व्यक्त की है, उसके साथ अपने को संबद्ध करते हुए मैं माननीय मंत्री जी से जानना चाहता हूं। पिछले दो वर्षों में संसद की समिति के साथ मुझे भारत के मुख्य-मुख्य बंदरगाहों पर जाने का अवसर मिला है। कलकत्ता, अंडमान, विशाखापट्टनम, तूतीकोरन, कांडला, बंबई और नावाशेवा, जिसका नाम माननीय पंडित जवाहर लाल नेहरू जी के नाम पर रखा गया है, इन सभी बंदरगाहों के विस्तार का कार्य केवल इसलिए रुका है कि संसाधनों की कमी है और उनको अभी तक पोर्ट ट्रस्ट का नाम दिया गया है। एक विचार यह चल रहा है और वहां के प्रबंधकों से भी हमारी बात हुई कि यदि इन्हें स्वायत्तशासी, सार्वजनिक निगमों में परिवर्तित करके, एक कानून लाया जाए और इनको अपने संसाधन बाजार से उठाने का अवसर दिया जाए तो संसाधनों की यह समस्या काफी हद तक हल हो सकती है और इनका विस्तार किया जा सकता है, जिससे कि न केवल इनका बेसिक इन्फ्रास्ट्रक्चर, जो बहुत महत्वपूर्ण है, वह बढ़ेगा बल्कि यह सीधे सीधे आर्थिक रूप से विदेशी मुद्रा कमाने के लायक भी हो सकते हैं। यह सारा विवरण आप जानते हैं। मैं मंत्री जी से जानना चाहता हूं कि क्या वे इन्हें स्वायत्तशासी निगम बनाने के लिए कानून लाने की बात पर विचार करना चाहेंगे अथवा नहीं और यदि नहीं तो क्यों?

SHRI JAGDISH TYTLER: Sir, at this particular moment, we are not thinking on those terms. But, a thought has come and it is a very positive thought and I think a time would come when we would be going in for that. Sir, just to clarify this: Nowhere have I said that the port is going to be privatised. Sir, I said, for services we are allowing private people to participate more...(*Interruptions*)...

श्री सोमपाल: अध्यक्ष, महोदय मैंने वह पूछा ही नहीं।

श्री जगदीश टाइटलर: मैं इनकी ही बात का जवाब दे रहा हूं।

श्री सोमपाल: मैं सिर्फ इतना पूछना चाहता था कि कब ले आएंगे यह? ...**(व्यवधान)**...

MR. CHAIRMAN: Please let the Minister reply... *(Interruptions)*... Mr. Som Pal, please sit down.

श्री जगदीश टाइटलर: अभी लाने का मेरा कोई विचार नहीं है, मैं यह बताना चाहता हूं, मगर मैं वह बात बताना चाहता था कि किसी हालात में भी पोर्ट के पूरे प्राइवेटाइजेशन की बात मैंने नहीं कही है। मैंने कहा वहां की सर्विसिज़, जहां मुझे पैसे की जरूरत है। चाहे कोई नया केमिकल टर्मिनल बनाना है जिसके लिए मुझे कम से कम साढ़े तीन हजार करोड़ की जरूरत है, जहां मुझे नए इक्विपमेंट लाने हैं, वहां कम से कम 600 करोड़ रुपए की जरूरत है। अगर मैंने यह इक्विपमेंट नहीं लगाए आज की हालात में, तो न तो मुझे गवर्नमेंट आफ इंडिया की तरफ से चार-पांच सौ करोड़ रुपया मिलेगा और न ही मैं इस पोर्ट को आगे बढ़ा सकूंगा। जिस तरीके से हमारे फूड ग्रेन के एक्सपोर्ट्स बढ़ते जा रहे हैं पोर्ट्स के अंदर, इंफ्रास्ट्रक्चर फेसिलिटी हमारे पास नहीं हैं, इसीलिए मैंने कहा कि जिस तरीके से पहले privatisation of services. of chemical terminals, which has been going on, I think, ever since this Port came into existence or any other port in the country which came into existence a hundred years ago. I am just following the same policy. But, I am doing it in a very aggressive way. I have a very good set of officers who are doing it. Never would we allow the Port to be privatised fully. I say so and even Pt. Jawaharlal Nehru had thought of mixed economy—the Government of India as well as private participation.

SHRI ASHOK MITRA: Sir, Pt. Jawaharlal Nehru was a firm believer in public control, public ownership, and collective ownership of public facilities. But, we now have a Government which has a different philosophy. Till this Government does not end its tenure, obviously, it can work according to its own judgements. I have only one plea to make. Before they go rampantly on the road of privatisation of this particular Port Trust, would they kindly consider dropping Pt. Nehru's name from the Trust and rename it? I do not mind if you call it Tytler Port Trust!

SHRI JAGDISH TYTLER: Rather, in the last few years, the way in which the ports have come up and made good performance, I think, everybody should feel proud of the fact. I am proud to say that this decision which has been taken has brought the economy into a very good position over the last four years. This is the policy which we are following. ..*(Interruptions)*.. Sir, I have served the country well. *(Interruptions)*

MR. CHAIRMAN: Do not interrupt, please.

SHRI S. JAIPAL REDDY: Sir, in view of the magnificient performance of ports in his regime, let this Port be named after him. Sir, that is the point which Shri Mitra is suggesting.

SHRI SURINDER KUMAR SINGLA: Sir, I would like to say that Pt. Nehru's name is associated with production and creation of wealth in this country...*(Interruptions)*... We should be proud of the fact that the Jawaharlal Nehru Port Trust is generating a lot of wealth. Perhaps Mr. Mitra may not be aware of it. As rightly mentioned by the hon. Minister, Pt. Nehru also advocated the concept of mixed economy—both the public sector and the private sector...*(Interruptions)*... You should read it first... *(Interruptions)*...

MR. CHAIRMAN: Please ask the question.

SHRI SURINDER KUMAR SINGLA: Sir, I join Mr. Sahu, who commended the excellent manner in which privatisation is taking place.

MR. CHAIRMAN: Please ask the question

SHRI SURINDER KUMAR SINGLA: My question is whether the Port Trust has a lot of funds available and whether they would like you to join as a joint venture enterprise with the private sector rather than allowing total freedom to the private sector. I know of Bombay Port Trust. This is my question.

SHRI JAGDISH TYTLER: Nothing has been thought of as yet. There was an idea. But I have not decided anything on that.

Study by NPL about Depletion of Ozone Layer

*44. SHRI V. RAJAN CHELLAPPA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the National Physical Laboratory, New Delhi has conducted a study about the extent of depletion of Ozone layer in the atmosphere and its effects on the globe in general and the tropical and semi-tropical countries more particularly India;

(b) if so, the details thereof; and

(c) the steps taken and being taken to minimise the adverse impact of depletion of Ozone layer in the light of the study?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) The Study of Ozone at NPL using Nimbus satellite measurements indicates the world wide decrease in total ozone from 1979 to 1989. There is a marginal decrease in total atmospheric ozone content over Indian latitudes. At latitudes higher than 45^0 ozone depletion has been certainly detected. Polar regions, in particular, the Antarctica, where the ozone hole was discovered, are well established as locations of ozone destruction.

(c) The ozone depletion is caused by various ozone depleting substances like chloroflouro Carbons. Halons, etc. As signatory to the Montreal Protocol, the Government of India has prepared a country programme to phase out all these ozone depleting substances as per the stipulation of the Protocol and actions are being taken as per the action plan mentioned in our country programme by the Ministry of Environment and Forests as nodal agency. It is an integrated approach which takes care of all the national and international interests.

SHRI V. RAJAN CHELLAPPA: The hon. Minister has said that the Nimbus Satellite measurements indicate, the world-wide decrease in total ozone from 1979 to 1989 and there is a marginal decrease in the total atmospheric ozone content over Indian latitudes. I would like to know whether the ozone layer depletion over Indian latitudes is faster or slower than the rate of depletion world-wide. If it is faster, what are the reasons?

SHRI KAMAL NATH: Sir, the ozone depletion is much less in our latitude. This affects the Polar regions. Also, Sir, consumption of ozone depleting substances either on per capita basis on the basis of region is much less in India. Than what it is in the developed part of the northern hemisphere. So, in our region. i.e. in India, in the Southern countries although the ozone depletion is there, it is much less relatively.

SHRI V. RAJAN CHELLAPPA: What measures has the Government taken to reduce chloroflouro carbons by 50 per cent by the year 1995 and by 85 per cent by the year 1997 and completely ban it within the next decade as per the Montreal Protocol?

SHRI KAMAL NATH: As per the Montreal Protocol we are not required to reduce our ozone depleting substances which include chloroflouro carbons or halons, as the case may be, immediately. We are required to start phasing out from the year 2000 and completely phase out by the year 2010. In fact, Sir, 1996 is our base year. That means that it will be counted as our peak level from which we will have to start reducing from the year 2000. But even though we are not required to reduce till the year 2000, in order to remain in conformity where products are concerned with the world standards, there are certain companies who are compressing the phasing out period. We are attempting to start phasing out, depending upon the access